

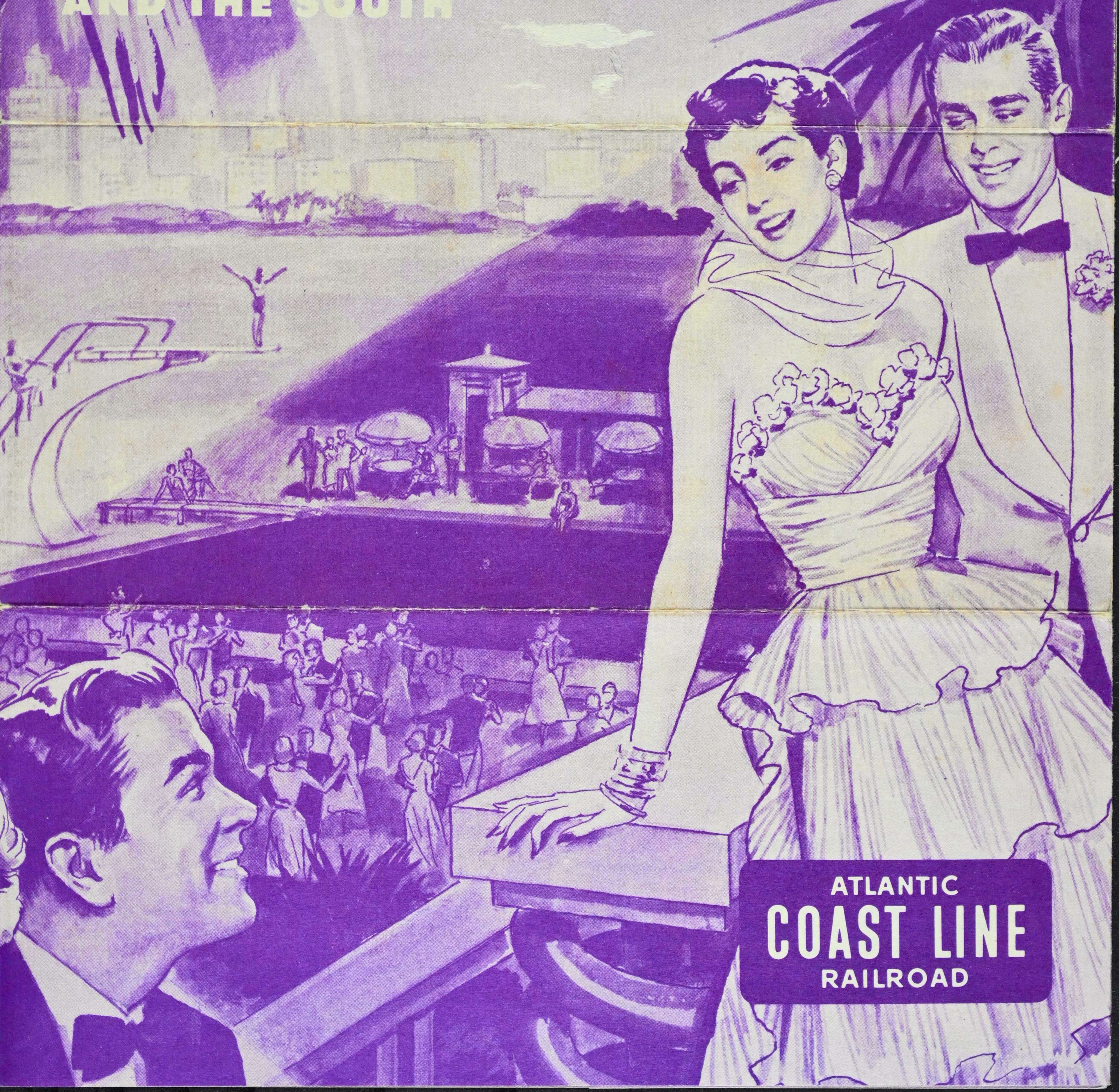
EFFECTIVE SEPTEMBER 26, 1954

COAST LINE'S FALL SCHEDULES

FLORIDA

YEAR-
ROUND

AND THE SOUTH



ATLANTIC
COAST LINE
RAILROAD

Had your Vacation yet?
IT ISN'T TOO LATE!



Champion **VACATIONS**

SPECIAL PRICES UNTIL DECEMBER

A solid week at a Florida resort hotel in Miami Beach, Daytona Beach, Clearwater, St. Petersburg, Tampa, Bradenton or Sarasota. Prices are surprisingly low—for example 7 days and 6 nights,

ONLY \$19



PREVIEW OF WINTER TRAIN SERVICE

(Effective December 16, 1954)

- **FLORIDA SPECIAL**, Premier All-Pullman Vacation Train, begins its 67th Winter Season.
- **BOSTON-FLORIDA Train—VACATIONER** again will provide exclusive (1) *Through Coach* service between Boston and MIAMI and (2) *Through Pullman* service between Boston, New York and ALL FLORIDA.
- *Through Pullman* service to NAPLES and FORT MYERS again will be featured on the **WEST COAST CHAMPION**.
- Rail-Auto Plan—Travel by Train; Rent a Car on Arrival.
- All COAST LINE Trains DIESEL-Powered.
- Easy-Riding Track—Fine Equipment—Convenient Schedules.

One of the Smoothest Roadways in the Country!



Yet Smooth Riding is Only One Feature of the MODERN COAST LINE

MIAMIAN

Coach-Pullman Train—Scheduled for Two Extra Half Days in Florida

Type of Car	Car No.		Between	Accommodations
	South-bound	North-bound		
Coaches	R 19	F 19	Washington-Miami	14 Reclining, reserved seats
	M 20	M 20	New York-Miami	54 Reclining, reserved seats
	M 21	M 21	New York-Miami	54 Reclining, reserved seats
	M 22	M 22	New York-Miami	54 Reclining, reserved seats
	M 23	M 23	New York-Miami	54 Reclining, reserved seats
Tavern-Lounge			New York-Miami	
Diner			New York-Miami	
Sleepers	A 175	F 175	New York-Miami	8 Sec., 1 D.R., 3 Dbl. B.R.
	A 176	F 176	New York-Miami	10 Roomettes, 6 Dbl. B.R.
	A 177	F 177	New York-Miami	10 Roomettes, 6 Dbl. B.R.
	R 507	F 507	Washington-Miami	10 Roomettes, 6 Dbl. B.R.

WEST COAST CHAMPION

The Only Train Exclusively Serving Central and West Coast Florida

Type of Car	Car No.		Between	Accommodations
	South-bound	North-bound		
Coaches	CW 39	CW 39	New York-Tampa	20 Reclining, reserved seats
	CW 40	CW 40	New York-Tampa	46 Reclining, reserved seats
	CW 41	CW 41	New York-St. Petersburg	54 Reclining, reserved seats
	CW 43	CW 43	New York-Tampa	54 Reclining, reserved seats
	CW 44	CW 44	New York-Tampa-Sarasota	54 Reclining, reserved seats
Tavern-Lounge			New York-Tampa	
Diner			New York-Tampa	
Coach Sleepers	CW 45	CW 45	Washington-Tampa	54 Reclining, reserved seats
	R 504	R 504	Washington-Tampa	10 Roomettes, 6 Dbl. B.R.
	A 165	A 165	New York-Tampa	6 Dbl. B.R., Bar-Lounge
	A 166	A 166	New York-Tampa	10 Roomettes, 6 Dbl. B.R.
	A 167	A 167	New York-Tampa-Sarasota	10 Roomettes, 6 Dbl. B.R.
Diner Sleeper	A 168	A 168	Jacksonville-St. Petersburg	10 Roomettes, 6 Dbl. B.R.
	A 169	A 169	New York-St. Petersburg*	10 Roomettes, 6 Dbl. B.R.

*First trip from New York October 22; from St. Petersburg October 21.

PALMETTO

Coach-Pullman Train Between the East and the Carolinas and Georgia

Type of Car	Car No.		Between	Accommodations
	South-bound	North-bound		
Coaches			Washington-Savannah	Reclining Seats
Diners			Between all points	
			Washington-Savannah	
Sleepers	R 500	R 500	Washington to New York	8 Sec., 2 Compt., 1 D.R.
	R 501	R 501	Washington-Savannah	8 Sec., 5 D.R.
	A 158	A 158	Washington-Wilmington	14 Roomettes, 2 D.R.
	A 159	A 159	New York-Savannah	10 Roomettes, 6 Dbl. B.R.
	A 160	A 160	New York-Augusta	21 Roomettes
Cafe-Lounge			New York-Augusta	
			Rocky Mount to Wilmington	
			Florence-Augusta	

EAST COAST CHAMPION

The Coach-Pullman Train that Serves ALL Florida East Coast Resorts

Type of Car	Car No.		Between	Accommodations
	South-bound	North-bound		
Coach Sleepers	CH 1	CH 1	New York-Miami	44 Reclining, reserved seats
	A 151	A 151	New York-Jacksonville	10 Roomettes, 6 Dbl. B.R.
	A 152	F 152	New York-Miami	10 Roomettes, 6 Dbl. B.R.
	A 153	F 153	New York-Miami	10 Roomettes, 6 Dbl. B.R.
	A 154	F 154	New York-Miami	6 Dbl. B.R., Bar-Lounge
Diner Coaches	CH 2	CH 2	New York-Miami	52 Reclining, reserved seats
	CH 3	CH 3	New York-Miami	54 Reclining, reserved seats
	CH 4	CH 4	New York-Miami	54 Reclining, reserved seats
	CH 5	CH 5	New York-Miami	54 Reclining, reserved seats
	CH 6	CH 6	New York-Miami	54 Reclining, reserved seats
	CH 8	CH 8	New York-Miami	54 Reclining, reserved seats
			New York-Jacksonville	
			New York-Miami	
Tavern-Lounge-Observation				

HAVANA SPECIAL

Coach-Pullman Train Featuring "Latest Departures and Earliest Arrivals"

Type of Car	Car No.		Between	Accommodations
	South-bound	North-bound		
Coaches			New York-Miami	Reclining seats
			New York-Jacksonville	Reclining seats
			New York-Florence	Reclining seats
			Between all points	
			Richmond-Jacksonville	
Tavern-Lounge Diner Sleepers	R 508	R 508	Washington-Jacksonville	8 Sec., 2 Compt., 1 D.R.
	A 161	F 161	Washington-Orlando	10 Sec., 1 Compt., 2 Dbl.B.R.
	A 162	A 162	New York-Miami	10 Sec., 2 Compt., 1 D.R.
	A 163	A 163	New York-Tampa	14 Roomettes, 2 D.R.
	J 5	J 5	New York-Wilmington	10 Sec., 1 Compt., 1 D.R.
			Jacksonville-Fort Myers*	

*Pullman service available for revenue passengers from Fort Myers to Naples daily, ex. Sun.

EVERGLADES

Coach-Pullman Train Serving the Carolinas, Georgia and Florida

Type of Car	Car No.		Between	Accommodations
	South-bound	North-bound		
Coaches			Washington-Jacksonville	Reclining seats
			Washington-Florence	Reclining seats
Diner Sleeper	R 503	R 503	Washington-Florence	10 Sec., 2 Compt., 1 D.R.
			Washington-Jacksonville	

FOR TRAVEL COMFORT AND FUN—Insist upon a COAST LINE Train

COAST LINE'S FALL SCHEDULES						COAST LINE'S FALL SCHEDULES					
HAVANA SPECIAL	WEST COAST CHAMPION	PALMETTO	EAST COAST CHAMPION	MIAMIAN	EVERGLADES	Effective September 26, 1954 Eastern Standard Time AM in LIGHT face type PM in DARK face type					
SOUTHBOUND (Read Down)						CONDENSED SCHEDULES ONLY					
c5.00 c5.16 c9.00						c11.00 c11.16 c3.20					
c8.30 c8.48 c1.15						c8.30 c8.48 c1.15					
c12.30 c12.54 c6.15						c11.20 c8.30					
10.25 10.40 11.28 12.01 12.10 12.38 1.40 2.20 p3.05 5.50 6.30 7.08 9.05						Lv. Boston Lv. Route 128 Ar. New York (G. C. Trm.) Ar. New York (Penn. Sta.) Ar. Washington					
3.40 3.55 4.44 5.13 5.22 5.52 6.55 7.40 8.00 10.15 10.25 12.18						NYNH&H Ar. " Ar. " Lv. " Lv. PRR Lv.					
2.30 2.45 3.36 4.05 4.19 4.56 5.59 6.45 7.15 9.40 9.55 10.35 12.05						Lv. New York (Penn. Sta.) Lv. Newark Lv. Trenton Lv. No. Philadelphia Lv. Philadelphia (30th St.) Lv. Wilmington Lv. Baltimore Ar. Washington Lv. Washington Ar. Richmond Lv. Richmond Lv. Petersburg Ar. Rocky Mount					
2.20 2.35 3.22 3.52 4.02 4.32 5.35 6.20 6.40 8.55 9.10 11.03						PRR Ar. " Ar. " Ar. " Ar. " Ar. " Ar. " Ar. " Ar. RF&P Ar. " Lv. ACL Ar. " Ar. ACL Ar.					
7.30 7.56 9.02 10.32 c8.10 c12.50 c2.20 c7.00						Lv. Norfolk Lv. Portsmouth Lv. Rocky Mount Ar. Wilson Ar. Wilmington Ar. Fayetteville Ar. Florence Lv. Florence Ar. Augusta Lv. Augusta Ar. Atlanta					
1.10 1.43 u2.50 u2.50 3.45 3.45 5.15 5.25 6.23 f6.50						Lv. Florence Ar. Lake City Ar. Kingstree Ar. Charleston Lv. Charleston Ar. Yemassee Lv. Yemassee Ar. Savannah Lv. Savannah Ar. Jesup Ar. Nahunta					
e8.45 e9.30						ACL Ar. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv.					
8.15 10.30 11.07 12.20 4.43 6.07 6.24 7.00						Ar. Brunswick (Sea Island) Ar. Folkston Ar. Jacksonville Lv. Jacksonville Ar. St. Augustine Ar. Daytona Beach Ar. West Palm Beach Ar. Ft. Lauderdale Ar. Hollywood Ar. Miami					
m10.30 11.36 12.46 1.20 1.55 n2.20 3.05 3.25 4.45 5.00 n5.45 9.30 11.00 11.30						Bus Lv. ACL Lv. FEC Ar. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv. " Lv.					
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REFERENCE NOTES

a—Connecting train. On Sundays and holidays leaves New York 7:00 AM and arrives Washington 11:00 AM. b—On Sundays and holidays leaves Washington 7:30 AM and arrives New York 11:30 AM. c—Connecting train. d—Via bus between ACL Passenger Terminal, Norfolk, and ACL Portsmouth station. e—ACL tickets honored on buses of Service Bus Lines, Inc., between Nahunta and Brunswick, at no additional cost. Baggage may be checked through to and from Brunswick on presentation of through ticket. f—Flag stop to receive or discharge passengers. g—Daily except Sunday. h—Stops to discharge or receive passengers from or for Jacksonville and beyond. k—Via Tamiami Trail Tours bus south of Tampa. m—Sleeper open for occupancy 9:30 PM. n—Sleeper may be occupied until 7:30 AM. p—Sleeper open for occupancy 10:00 PM. r—Stops to receive passengers for Florence and stations beyond. t—On Sundays and holidays leaves Washington 11:10 AM. u—Via bus between Charleston and Charleston (City Market). v—Stops to discharge or receive passengers from or for Richmond and stations beyond.

THE ONLY DOUBLE TRACK ROUTE BETWEEN THE EAST AND FLORIDA

FIRST IN FLORIDA TRAVEL

Today, as for more than 50 years, more vacationists go to Florida via Coast Line than by any other railroad serving the state.

PASSENGER TRAFFIC REPRESENTATIVES

- Atlanta, Ga.,** C. B. KEALHOFER, Assistant Traffic Manager
87 Haynes Street, N.W., Phone WALnut 2243
W. M. SYKES, District Passenger Agent
87 Haynes Street, N.W., Phone CYpress 7156
- Augusta, Ga.,** J. C. HOWARD, District Passenger Agent
229 Albion Avenue, Richmond Hotel Building, Phone 2-4284
- Baltimore 2, Md.,** H. H. SCHNICK, District Passenger Agent
914 Mathieson Building, Phone Mulberry 5-0369
- Birmingham 3, Ala.,** B. H. COBB, Assistant General Freight Agent
ACL Freight Station, 16 North 11th Street, Phone 3-8119
- Boston 8, Mass.,** M. L. HALL, New England Passenger Agent
224 Old South Building, 294 Washington Street, Phone Liberty 2-2112
- Charleston 29, S. C.,** S. B. LEWIS, Assistant General Passenger Agent
385 King Street, Phone 2-7250
- Chicago 3, Ill.,** P. G. LUNDSRUD, General Western Passenger Agent
1309-11 Bankers Building, Phone RANDolph 6-4712
- Clearwater, Fla.,** ROY C. PITTMAN, District Passenger Agent
ACL Passenger Station, Phone 3-1370
- Cleveland, Ohio,** GEO. O. DAVIS, General Agent
1074 Union Commerce Building, Phone Tower 1-6372
- Clewiston, Fla.,** W. C. BOSWELL, General Agent
ACL Freight Station, Phone 2-6261
- Detroit 2, Mich.,** A. L. WOLF, General Agent
5-108 General Motors Building, Phone Trinity 2-5037
- Fayetteville, N. C.,** J. E. McDONALD, District Passenger Agent
ACL Passenger Station, Phone 2-4354
- Ft. Myers, Fla.,** G. P. LE MOYNE, Division Freight and Passenger Agent
ACL Freight Station. Ticket Agent, ACL Passenger Station, Phone 5-7371
- Gainesville, Fla.,** C. I. ALLEN, General Agent
ACL Passenger Station, Phone 5431
- Havana, Cuba,** RAUL FERNANDEZ, District Passenger Agent
P&O Steamship Co., Centro Gallego, Prado 456, Phone W-0069
- Jacksonville 2, Fla.,** RAY PASCHALL, Assistant Passenger Traffic Manager
Corner Forsyth and Julia Streets, Phone 3-1244
- Miami 32, Fla.,** H. E. WRIGHT, Assistant Passenger Traffic Manager
217 South East First Street, Phone 3-5547
- Montgomery 2, Ala.,** F. H. SANDERS, General Agent
ACL Building, Foot Moulton Street, Phone 2-4196
- Nassau, Bahamas,** R. H. CURRY & COMPANY LTD., Phone 2206
- New York 17, N. Y.,** R. C. NERLAND, Asst. Passenger Traffic Manager
PAUL C. SERVINE, Eastern Passenger Agent
16 East 44th Street, Phone MURray Hill 2-0800
- Orlando, Fla.,** J. H. PITTS, Division Passenger Agent
ACL Building, 76 West Church Street, Phone 2-3181
- Palmetto, Fla.,** S. H. REYNOLDS, General Agent
Tampa Southern Freight Station, Phone 27-701
- Philadelphia 9, Pa.,** NORMAN S. LONG, District Passenger Agent
1329 Walnut Street, Phone PE-5-7990
- Pittsburgh 22, Pa.,** R. C. CUMMINGS, District Passenger Agent
426-7 Oliver Building, Phone ATLantic 1-2588
- Richmond 19, Va.,** MARION C. MILLICAN, District Passenger Agent
708 East Grace Street, Phone Dial 2-7501
- Rocky Mount, N. C.,** JOHN W. WILSON, JR., District Passenger Agent
ACL Passenger Station, Phone 6-5480
- St. Petersburg 1, Fla.,** NED R. MITCHELL, Division Passenger Agent
ACL Passenger Station (1st Avenue & 3rd Street, South), Phone 7-7741
- Sarasota, Fla.,** VANCE BOUNDS, JR., District Passenger Agent
C. W. COLLIVER, Traveling Passenger Agent
ACL Passenger Station, Phone Ringling 66541
- Savannah, Ga.,** H. L. TURNER, Division Passenger Agent
Room 102, Union Station, Phone 2-1435
- Tampa 2, Fla.,** J. C. HUGHEY, Assistant General Passenger Agent
101 W. Lafayette St., Phone 2-9319
- Washington 6, D. C.,** J. H. HATCHER, Assistant Traffic Manager
FRANK E. MASI, Asst. Passenger Traffic Manager
814 Connecticut Avenue, N.W., Phone National 8-7835
- Wilmington, N. C.,**
301 General Office Building "C," Phone 5927

J. B. SHARPTON
Passenger Traffic Manager
Wilmington, N. C.

T. K. LYNCH
General Passenger Agent
Wilmington, N. C.

J. M. FIELDS, Vice-President, Wilmington, N. C.

ATLANTIC
COAST LINE
RAILROAD

\$233 Million Rehabilitation—

The Modern Atlantic Coast Line

★ PRIVATE ENTERPRISE AT WORK ★

ACL AT PHYSICAL AND FINANCIAL PEAK

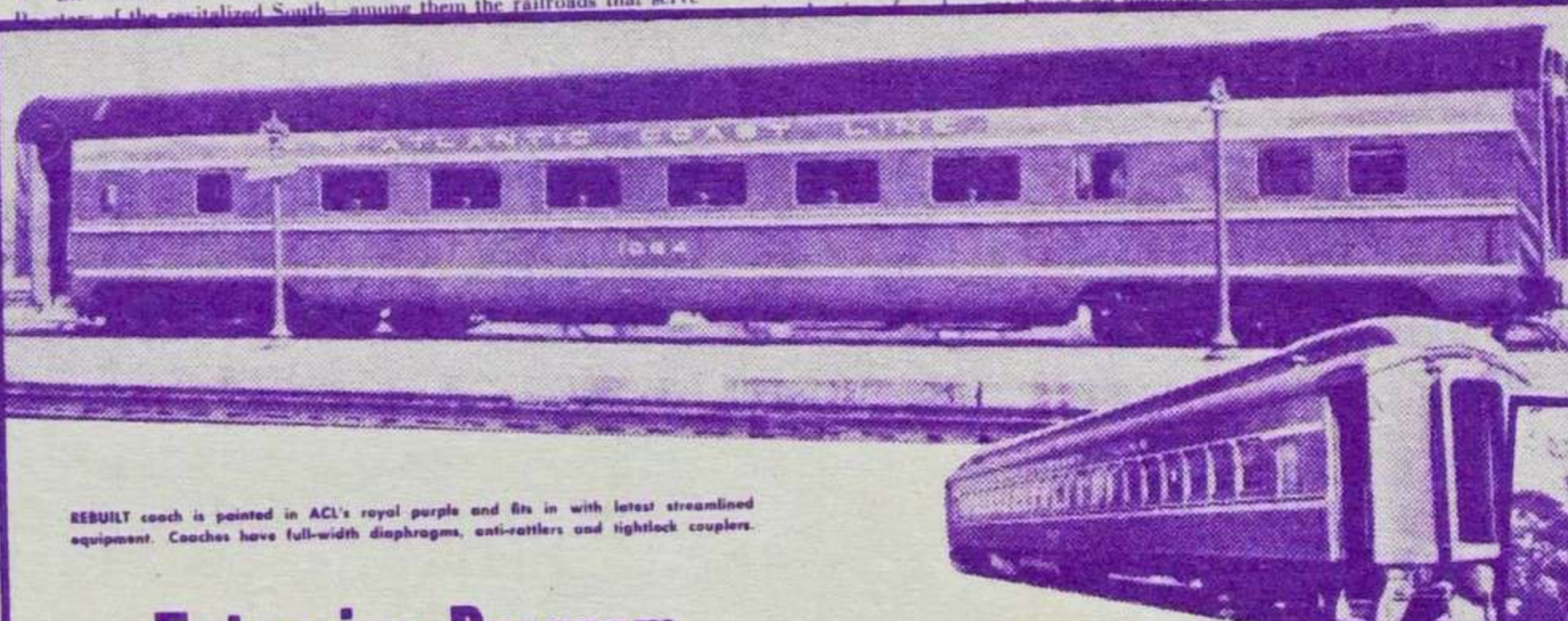
ACL Helps Build the "New South"

ACL is sharing in the prosperity it helped bring to the South with its industrial and agricultural development activities

BY THIS TIME, the economic renaissance that has been going on in the Southeastern United States is pretty common knowledge. One of the catalysts of the revitalized South, among them the railroads that serve

pointed out, industrial development in the coastal plain areas is proceeding even more rapidly than in the rest of the South.

And the ACL has played an important role in fostering that economic growth. It has done that by providing the up-to-date transportation service so vital for marketing the products and transporting the raw materials of agriculture and industry. Through its activities the ACL has also helped in persuading new industries to locate plants on sites served by its lines. Equally important, methods in farming and livestock



Extensive Program Modernizes Car Fleet

ACL's passenger car roster now includes 117 lightweight postwar units. Rocky Mount shop is also completely modernizing 78 older cars

ACL's passenger car roster now includes 117 lightweight postwar units. Rocky Mount shop is also completely modernizing 78 older cars

are fully the equal of the latest equipment, are continuing to roll out of the system passenger car shop at Rocky Mount, N. C.

Altogether, 78 cars are undergoing modernization under this program. Of these, 56 are Class A-15 coaches, 13 are mail-baggage cars and nine are full postal cars. So far 35 cars, including 24 coaches, have come off the rebuilding line at Rocky Mount; and the program

Diesels Bring New Era to Coast Line

Full dieselization has had revolutionary effects on the Coast Line's operating efficiency and the quality of both its passenger and freight service



Heavy Rail Improves Track

More than 3200 track miles have been upgraded with heavier rail, new ties and better ballast

JUST ABOUT the first move Coast Line made when it decided to rebuild its track structure back in 1943 was to adopt 131-lb (now 132-lb) rail as standard for the Richmond-Jacksonville main line, as well as for certain other sections with very heavy traffic density. That decision was the key to the whole rejuvenation plan; and it certainly typified ACL's determination to make its track and roadway second to none in the country. At that time the railroad had no rail heavier than 100-lb; and adoption of the heavier rail as standard foretold the complete relaying of the entire main line—close to 1300 track miles. Along with the millions of new ties and the many thousands of cubic yards of rock ballast that have been added, the heavy rail has transformed the Richmond-Jacksonville line to what amounts to a new railroad—a railroad that is Coast Line's pride and joy and

one that ranks with any similar stretch of track throughout the country. Relaying between Richmond and Jacksonville, including both routes, 131- and 132-lb rail has been laid between Waycross and Dupont, Ga., a single track segment that carries some of Coast Line's heaviest freight traffic. There is also a 25-mile stretch of heavy rail between Lakeland and Umatilla, Fla., not far out of Tampa; and another short piece near Winston, Fla., on track that carries heavy phosphate freight trains.

Altogether there are now 1363 miles of 131- and 132-lb rail on the Coast Line, 779 of it in first track and the remainder in second track. ACL also decided to standardize on 115-lb new rail for lines where the traffic was not so heavy; there is now about 380 miles of this weight steel in track. It is laid on the main line between Jacksonville

Continued on next page

Two Million Passengers a Year

ACL continues to "bear down" on upgrading its large passenger service. Postwar improvements have already accounted for over \$14 million in new equipment

its present passenger business and, if possible, increase its passenger revenue, which last year amounted to about 12 percent of its total operating revenues.

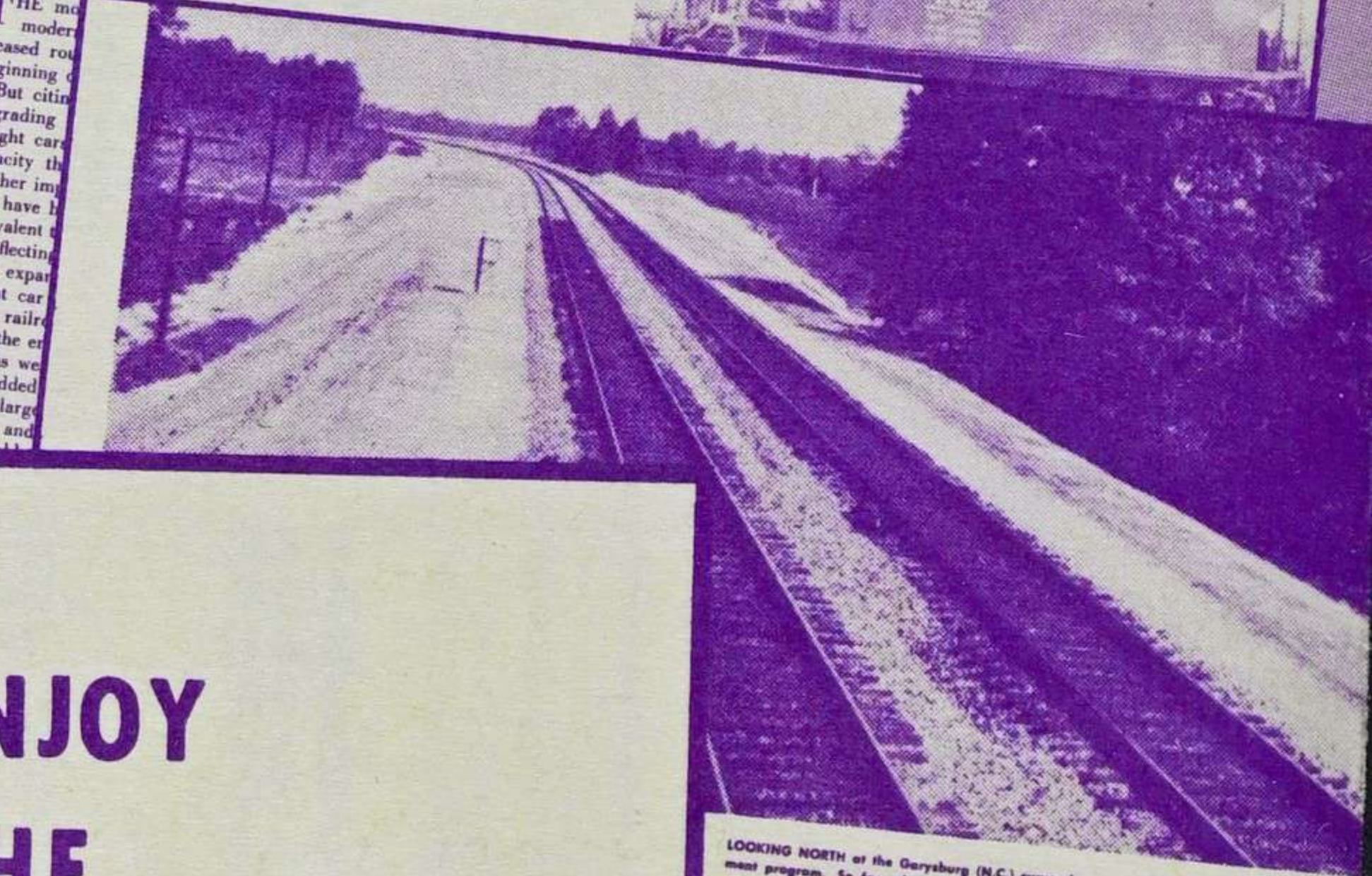
That percentage and the 1953 total of \$19½ million in passenger revenue make ACL one of the country's more important passenger-carrying railroads. Of the large southern rail carriers, Coast Line's passenger revenue is second only to those of the Illinois Central (with



More Freight Cars

New cars plus virtual renewal of old ones has increased ACL's fleet by 45 percent since the war, and reduced average car age to 15 years

MORE THAN 2000 new cars have been bought since 1945, boosting total fleet to 32,000. Another 1800 cars are being removed from a life inventory first. About 26 percent of revenue cars are five years old or less.



Plan \$15 Million Signals System

Already \$10 million has been spent for modern automatic block signals, automatic train stop, CTC, and the last word in interlocking plants

A New Era in Communications

Modern electronics provides the communications network essential to a modern railroad

JUST as the modern Coast Line is quite literally a new railroad in terms of equipment, roadway and signals, so it is also from the standpoint of its communication system.

In the few short years since 1946 a revolution has been wrought in the wire communication network that integrates the 5400-mile railroad and keeps it running smoothly. The revolution introduced entirely new techniques of electronic communications—VHF train radio and land speaker paging systems—that have played a significant role in bringing the Coast Line to its present peak.



MODERN RAILROADS

YOU'LL ENJOY RIDING THE MODERN COAST LINE

Since the end of World War II, Coast Line has been engaged in a gigantic rehabilitation program. Calling for an outlay of hundreds of millions of dollars, this thorough modernization program has attracted widespread interest. The magazine Modern Railroads, with 29 illustrated articles, recently devoted virtually an entire edition to "The Modern Atlantic Coast Line". A review of some of these articles indicates why you'll enjoy your trip more when you ride the modern Coast Line.

Roadway Buildup

And the main line between Richmond and Jacksonville was virtually a "water-level" route. But in spite of these favorable circumstances, Coast Line found that much more would be needed to join the best

Hits New High

modernized and repaced signals, enlarged and much more efficient yards, and improved communications facilities.

During the past decade, when total traffic volume has climbed and operations have become ever more efficient, Coast Line has also experienced changes in the relative importance of some of the types of freight it carries. Some commodities that were of little importance in the '30's, examples are phosphate rock and pulpwood, as well as manufactured goods produced by the new industries that have built along the railroad.

These new sources of freight traffic have helped to compensate for some former traffic standstills that have become relatively less important. For example, fresh citrus fruit, once a prime source of freight revenue, has declined relatively, because of increased truck competition and "on-the-spot" processing. (Even so, ACL still ships a tremendous volume of fresh citrus.) Livestock and LCL freight have also dropped off in recent years.

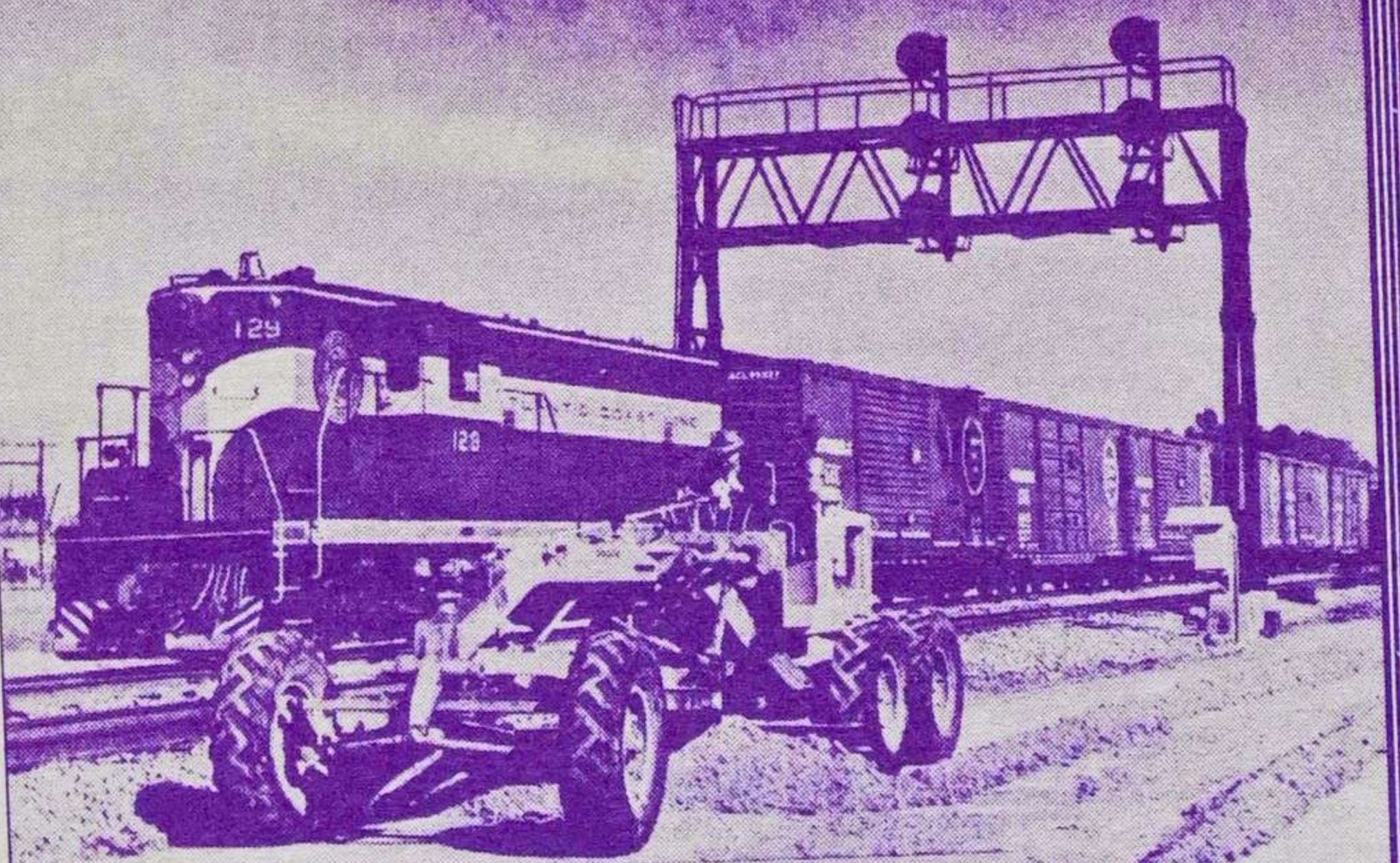
Such changes have had their effect on Coast Line's operational pattern, of course. They have resulted, for instance, in the construction of the double-tracking of additional stretches of railroad and the re-branching of branch lines—and also, in some cases, the abandonment of branches.

profitable Branches Closed Down

Branch lines, incidentally, have been perhaps Coast Line's major "water-level" route. No branch is ever closed down until careful studies have been made—studies that take into consideration the line's value as a feeder as well as its ability to make a profit on its own. But the growth of competition has meant the end for many a marginal feeder line.

Of old, Coast Line has closed down about 400 miles of unprofitable lines, but new paper mills, cement plants, textile plants, stone quarries, gravel pits and other substantial industries have saved still more of the old lines that at one time were of doubtful value and are now profitable.

Aside from these changes, the industrial growth of its territory and the increase in truck competition have not basically altered the

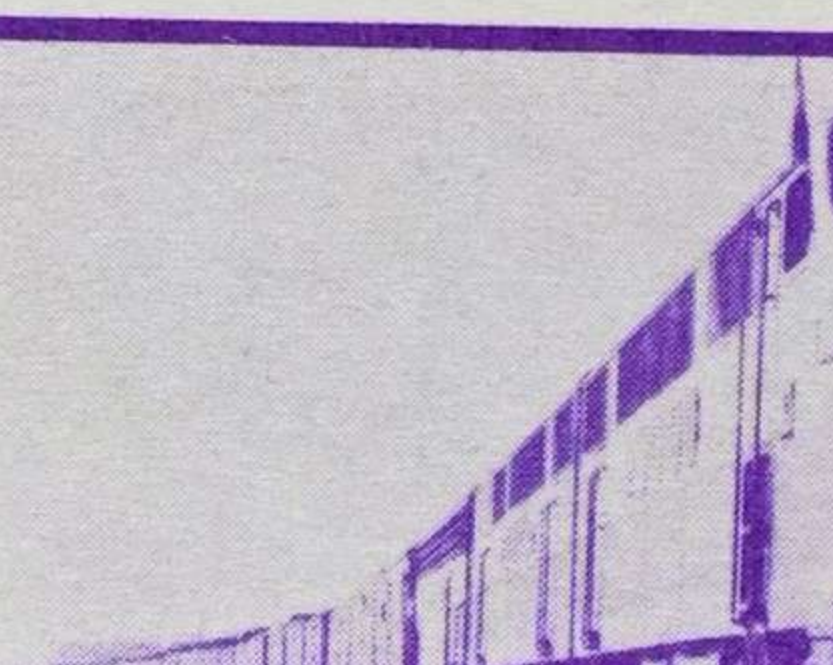


★ PRIVATE ENTERPRISE AT WORK ★
The Modern Atlantic Coast Line
... \$233 Million Rehabilitation Program

ACL's Test Laboratory

ONE OF THE marks of a progressive railroad is its eagerness to utilize the latest scientific techniques to help it improve the materials, equipment and work procedures that are part of running the railroad. Many roads now have their own central test laboratories—some of them furnished with precision equipment quite comparable to that used in the modest chemical test facilities that were needed to analyze the boiler water for steam locomotives. In those days, the laboratory occupied a small corner of one of the shops in Jacksonville and had two employees.

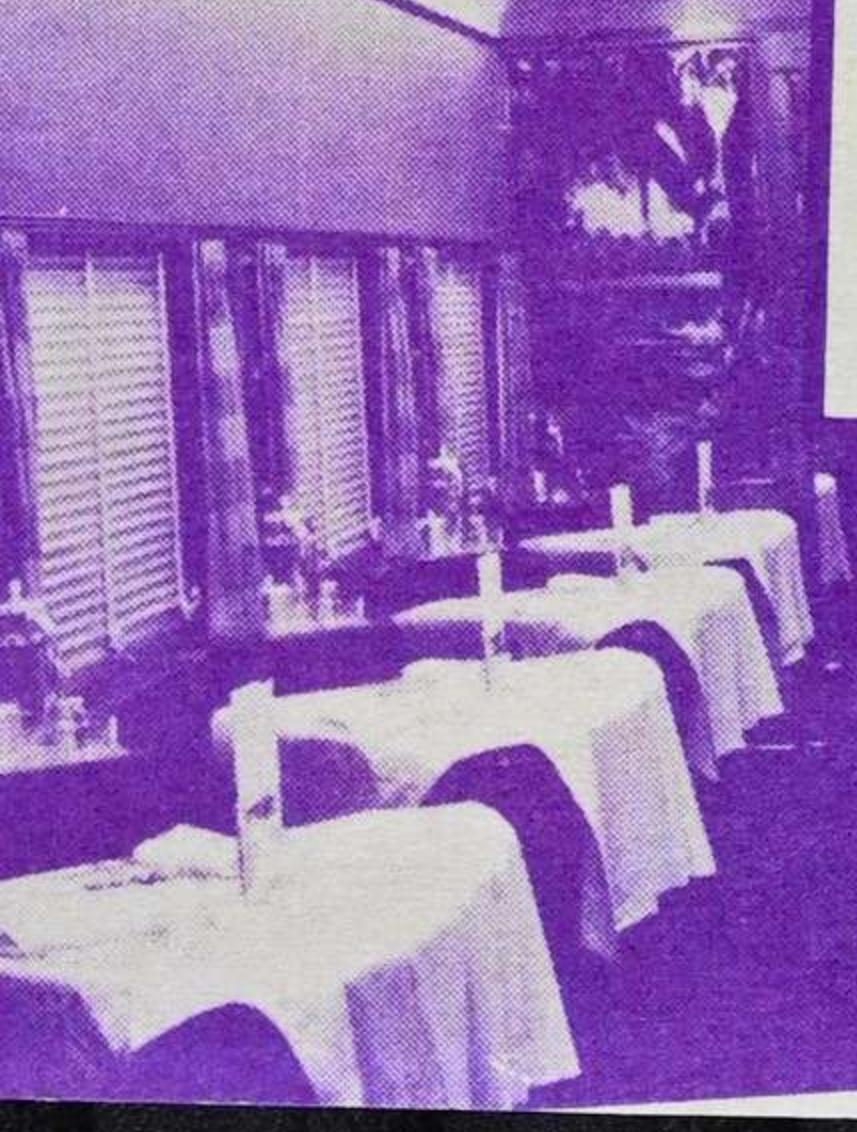
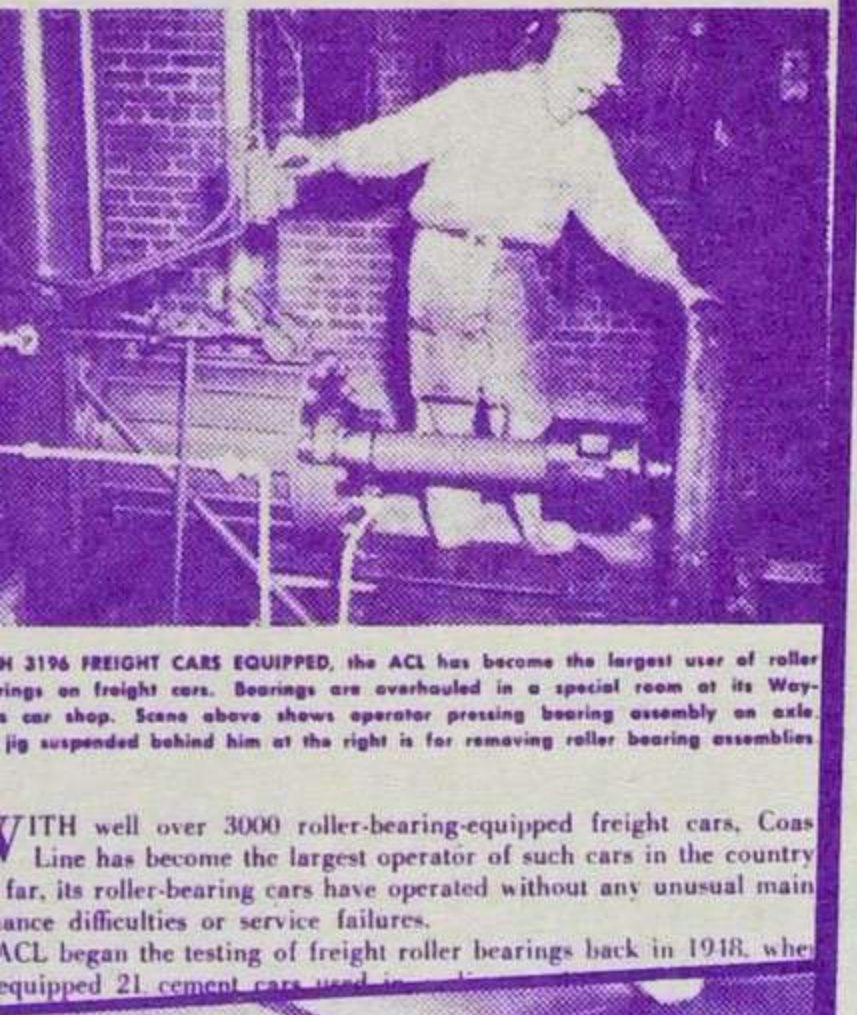
Today, there are a total of 11 technicians in the enlarged laboratory working under the



MAN years ago Coast Line recognized the need of Florida fruit and vegetable shippers for fast, dependable service that would enable them to supply the great consuming markets of the East and Middle West. It began to operate such a service more than 60 years ago; and it is not too much to say that the subsequent development of the fruit and vegetable industry in Florida was influenced to a considerable extent by the availability of good rail service.

When Coast Line began its program of expansion in the period between World Wars, perishables were being delivered at such markets as New York and Philadelphia for sale on the fifth morning. Complete double-tracking on the main line, and the addition of new locomotives and cars enabled ACL to begin offering fourth-morning service to its northern markets in 1930.

No. 1 Roller Bearing Road



Top Quality Dining Service... An Essential Ingredient

An essential element of any deluxe passenger operation, top quality dining service is doubly necessary in the case of the Atlantic Coast Line. That's because most of its trains cover great distances and passengers must eat several meals in the course of their journey.

The ACL Dining Car Department, which incidentally serves under the jurisdiction of the Transportation Department, has some 100 employees and operates more than 100 cars. It serves about a million and a half meals yearly, and also provides as well as equipment.

